en to carry arot hared, but I h beyond the sea, s gone with m den of thanks flowing before amed that I hen I glanced and said: 'I s-for my fat Providence Pre

y's Sympathy.

igo, on Whit I s when the ith the group r attention to that might h en, or explai belonging to dently, and w bility. As the , who had be , who had be timidly asked princes were ately he too posited the r red in the T talking to the ey were lear upon which

pointing to y of Dean S with that a minds and he said, aley's monum is placed, o ean Stanley the small, an Stanley or so, the in ate, and sr and real m with wh nd manner, dren, and w we mourn ing sympat

Education. erlin has 21 ademic year tures. euts are exp erally reorg erous sum-

\$839,882 2 the site of I nterest. It divided, the shed in son was and e cerage leng h below th lectual occ here should when the ninviting. life or a tion below learned which cer d women o dutions we

Education e best me of the sch e Collegii well as I dmission eased from ge be no chools she Herchan

R ITSE MPAGN

T, NEA OF M

larble M ashstan nd Whi VERY [ORDER POSSII wistone

nds prom e-Proof LAT SPLEN

OF el I 7, 11, 12, CER! CLESI

OW WS, Side SE

ID on 24

I'H

Three Ocean Steamships. During the present summer and coming autumn three of the largest steamships in the world will be added to the Atlantic fleet of the Cunard, the Inman, and the Guion Lines run-ning between Liverpool and New York. By degree the type of ocean passenger ship has expanded until the dimensions and speed of the champion yessale of a few few. champion vessels of a few years ago are left far behind, and the idea that it is injudicious to carry too much on one keel has been satisfac-tory dispelled. So distinctly has size been accepted as one of the conditions of speed that it is not impossible that the dimensions of Mr. Scott Russell's Great Eastern may yet be approached by vessels built for the conveysnce of first-class passengers as well as cargo. shore of first-class passengers as well as cargo. It is interesting to observe that this fact appears to be equally recognised by the three great companies already mentioned. The first is this competition of leviathans to make its maiden trip will be the Servia, belonging to the Cunard Line. This magnificent ship will sail from Liverpool for New York for the first time on the 13th Angust, and despite her vast size will no doubt carry a full complement of passengers. The Servia was launched on the 1st March, at Clydebank, by Messrs. J. and G. Thomson, who have built, and are building for the Cunard Company alone more than 127,000 tons of shipping. The dimensions of the Servia are: length, 530 feet; breadth, 52 feet; depth, 41 feet 9 inches; gross tomage, 8,500 tons. To make her available space more clearly intelligible, it may be added that her cargo capacity will be equal to 6,500 tons, with 1,800 tons of coal and 1,000 tons of ballast, the vessel having a double bottom on the longitudinal bracket. coal and 1,000 tons of ballast, the vessel having a double bottom on the longitudinal bracket system. The indicated horse-power of the angines will be about 10,500. She has in all seven boilers, all made of steel with corrugated furnaces, of which there are thirty-nine. The Servia is not only the wast machine thus rapidly described, but a structure admirably calculated to minister to the necessity and luxury of passengers. She may be described and luxury of passengers. She may be described as a five-decker, or more strictly as having as a five-decker, or more strictly as having four decks and a promenade reserved for passengers. On the most forward part of the promenade are the steam steering gear and house, the captain's room, and a flying bridge. promenade are the steam steering gear and house, the captain's room, and a flying bridge. Next to the engine skylight is a large smoking room, which can be entered either from the deck or from the cabins below. Farther aft is the ladies' drawing-room, and abaft of this again the masic room, 50 ft. heeg, and fitted up very handsomely. The main subcon is very large, being 71 feet long by 19 feet wide, with sitting accomodation for 350 persons, and a clear height under the beams of eight feet six inches. The sides are all of fancy wasds with pediahed infaid panels. When affoat with her fall complement the Servia will carry a little army, having accomodation for 450 first-class and 600 steerage passengers, besides a crew of 200 officers and men. She is divided into nine watertight bulk-heads, and has 12 beats all equipped as lifeboats. A large quantity of steel has been used in the construction of the Servia. Not only has she steel beliers, but her upper deck is of steel with a teak covering, and the lower deck of steel with a teak covering, and the lower deck of steel with a covering of teak above the engine and boiler spaces. ing, and the lower deck of steel with a cover-ing of tesk above the engine and boiler spaces. All the deck houses and deck fittings which are liable to be carried away with a heavy a are made of iron and steel and are riveted to the steel decks underneath. The safety of the Servia is added to by her inner skin, as were she to ground on rocks she would be sentre enough so long as the inner skin remained in-

enough so long as the inner skin remained intact. She carries three masts, the special rig of the Canard Company, and is fitted with every necessary appliance for custring an agreeable temperature and efficient ventilation.

Exactly two menths after the maiden frip of the Servia, the City of Rome, the new Imman steamship, will cross the Atlantic for the first time, leaving Liverpool for New York on the 13th October. This great ship, launched about a month ago, differs from the Canarder in not being Clyde-built. The City of Rome has been built at Barrow-in-Furuess by the Barrow Ship-building Company, of which the Duke of Devonshire is the head. This accession to the fleet of the Imman Steamship Company will be in every way worthy to compete sion to the fleet of the Inman Steamship Com-pany will be in every way worthy to compete with her rival just now described. The City of Rome is 586 feet long. She has an extreme breadth of 52 feet 3 inches and 37 feet depth of hold. Her tomage is 8,826 and her indi-cited horse-power 10,000. The cubical contents of her holds will give her a measure-ment capacity of 7,720 tons at 50 cubic feet to the ton. To assist comparison of the City of Rome with the Great Eastern it may be well to resistion that the latter is 602 feet long, 83 feet Rome with the latter is 602 feet long, 83 feet mention that the latter is 602 feet long, 83 feet bread, and has paddles and screw. The new mention that the latter is 502 feet long, 83 feet broad, and has paddles and screw. The new Inman steamer will show no departure from the handsome profile to which the Company has all along adhered. Her clipper how will be adorned with figure-head and howspift, and her lines display that elegant sheer for which the City of Berlin is remarkable. She will carry four masts and three formels. The stern frame or post is said to be the largest single forging ever made for such a purpose and weighs 33 tons. Two of the decks are compared to the said to be the said to be such as the said to be said to weighs 33 tons. Two of the decks are completely of iron, and the lower deck is complete for half the length and has wide plating on each side for the remainder. The sliell plating is arranged on the principle which has been applied with great success to all the large Transatlantic steamers built at Barrow. The inside plates form a complete skin, fitted accurately edge to edge and but to butt, with covering plates, half the width of the inside stockes, fitted outside. A high rate of speed—18 knots per hour—is, combined with comfort 18 knots per hour-is, combined with comfort and safety, the object of building this enor-mously long ship. She will be driven through and safety, the object of huilding this enormously long ship. She will be driven through the water by a propeller 24 ft. in diameter worked by three sets of inverted "tandem" engines. The crank shaft is a built shaft, and together with the screw shafting has been made by Sir Joseph Whitworth & Co. of the fluid compressed steel. Steam is supplied by eight cylindrical tubular boilers, constructed for a working pressure of 20 lb. per square inch; but the surphes, although capable of developing 10,000 indicated horse-power, are intended to work constantly at memore than 3,000. The appointments of the City of Rome will be of the most luxurious kind. She has two large sunking saloous, and a ladies' deck salous or drawing room, to get rid of the necessity for going below in wet weather. Below is the large dining-room, fitted with three large and fourteen small dining tables, an arrangement which will enable the attendants to wait more readily apon the diners, and will also break the monotony of long tables filled with rows of people. Each diner will have his own revolving arm-chair, and a large American organ will be fired at one end of the room. On each side of the ship, from the saloon to the after end of the engine-room, are placed state rooms providing for about three lower berth is made to slide in and out, while

forward. On the lower deck, arrangements can be made for 1,000 more, making a grand total of 1,500, on a very enlarged scale of comfort, light, and ventilation. In enterprise nowise behind its competitors for ocean traffic the Guion Line will be rein-

for ocean traffic the Guion Line will be reinforced also this autumn by an immense steamer. She is not yet affeat, the day fixed for the launch on the Clyde being July 13, and that for her first voyage the 1st October. The Alaska, as she will be called, is hardly the twin, but rather the bigger sister of the Arizona celebrated for having made the quickest pas-sage on record between Queenstown and New York. The Arizona is 405 feet long, and the Alaska 500, with 50 feet beam instead of 46, and with proportionate increase in depth. It will be seen that the Arizona, one of Mesars. will be seen that the Arizona, one of Mesars. Elder's greatest triumple in mayal architecture, is five feet more than ten times as long as the breadth of her beam, while the Alaska is exactly ten beams long. The engines of the new vessel, however are much more powerful than these of the Arizona, which are of about 7,000 indicated horse-power, or nearly 3,000 less than those of the Alaska. Great hopes are entertained of extraordinary speed being attained by the new ship, whose lines follow those of the Arizona very closely. The Arizona is an eminently beautiful ship, as those who have seen her affect will hardly forget. Her lines and clear sheer give her the januty aplines and clear sheer give her the jaunty appearance of a racing yacht, and her four musts and two funnels, all of which have a slight take add a nautical grace to the general appearance of the ship. Those who have crossed the Atlantic frequently are aware that the arrangements of the upper, deck vary on the Guion steamers from those adopted on the ships of most other lines, some 100 feet or theresbouts of the main deck being used as a promenade available in all reasonable weather. promenade available in all reasonable weather. Summed up briefly, the accommodations of the Armona, remind the traveler of the luxarious floating palacea used for American river traffic, with this difference, that they are placed on beard of a powerful and thoroughly somworthy ship. There is no lack of gorgeons uphoistery, of a grand piano, of a well-stored library, and of every arrangement conducive to comfort, from large siry state-rooms to pneumatic bells and a range of specially constructed ice-bouses. The Alaska even if she do not beat the Armona for speed, will be in every way a magnificent ship, and, with the City of Bone and the Servia, will offer the large number of Americans visiting Europe this season an almost puzzling chuice of new and superb vessels,—London Baily News.

NEWS OF THE PRESIDENT.

Washington, Aug. 19.—The following communication has been received from the Patriarch of the Armenians in Tur-

Mr. President .- The Providence which watched over the days of virtuous men in the service of free countries has saved the illustrious President of the United States from the cowardly attempt against his

As a servant of the Armenian Church, who prays daily for all the chiefs of Chris-tendom, I hasten to express to you my felicitations as the representative of the

Armenians of Turkey.

I am happy to avail myself of this occasion, Mr. President, to be the channel for conveyance to you of the sentiment of the high admiration which my nation feels for the Conveyance of the conveyance of the feels for the feel of the feel the Government and the people of the United States, which realizes all the dreams of the friends of liberty. It is a people whose philanthropy obeys the highest precepts of religion and morality, in the broading of heavening the same and morality. invoking the benediction of heaven upon you, and upon the people whose destinies you so nobly rule, and praying the All-powerful to hold your precious life in His keeping, I have the honor to be, Mr. Pres ident, your humble servant, in the Lord, Jesus Christ, Archetshop Nerces, ARCHBISHOP NERCES, Armenian Patriarch.

Washisoron, Aug. 22.—On the 15th inst the following was received by cable: As the Holy Father has learned with painful surprise and profound sorrow of the horrid attempt of which the President of the Republic was the victim, so now he is happy to felicitate his Excellency upon the news that his precious life is now out of danger, and will ever pray that God may grant him speedy and complete recovery of his health, and long spare him to the benefit of the United States. The undersigned has the honor to join in the state of the states of the undersigned has the honor to join in these sentiments of sincere congratulation and wishes for his complete recovery. (Signed.) Cardinal Jacobini.

Washington, Aug. 17.—The news in the jail of the President's critical condition and the strengthening of the jail guard yesterday excited Guiteau, causing him to yesterday excited Guiteau, causing him to pace his cell and ask anxiously about the President. The story reached the jail that the President was dying, and Guiteau climbed up the window and otherwise seemed excited. Guard McGill watched him closely, fearing he would attempt suicide, and opened the cell, and seeing something in his hands, feared it was a knife. He said: "What are you doing with that knife!" Guiteau looked up excitedly and said: "So help me G., I have no knife." McGill insisted that he had, when Guiteau furiously sprang at his throat. McGill drew back and the knife entered his coat collar, cutting off the upper button, and made a clean stroke to the left shoulder. The guard cocked the upper button, and made a clean stroke to the left shoulder. The guard cocked his revolver, when Guiteau dropped the knife and grasped the pistol, crying for help, and saying that he was being shot. The pistol was accidently discharged, and the guards entering, disarmed Guiteau, who says he was acting in self defence. The prisoner who formerly occupied this cell had probably concealed the knife there, which Guiteau found. It is a substitute for a jack knife, razor or dagger blade, and is two or three inches long and half an inch broad. When the guard remarked he thought the pistol shot had settled the dog, Guiteau, who was well pleased at his escape, said: "My dear sir, that is too important a subject for joking. A life is valuable."

THE UNDERSIGNED HAVING
ACER appointed assigness at the estate of L. B.
ALBR, an along danakrapi, hereby motifies all persons
having any property in their possession belonging to
said sealer, so deliver the same to the undersigned and
nil accounts due to said estate to be paid immediately
to them at the office of Hyman Bross or Ed. Hoffethineger 2 Co.

Assigness of Bankrupt Estate of L. B. Kerr.
Honolain, August, 1981.

22 556 Jm. placed state rooms providing for about three handred trassengers. In the outer rooms the handred trassengers. In the outer rooms the lower berth is made to slide in and out, while the berth above is arranged on the Pullman car principle, so that it can be folded up out of the way when not required. Special arrangements are made for emigrants, the Inman Company priding itself on having been the first to carry an emigrant across the Atlantic by steam, and on having carried since its formation about one million possengers between Liverpool and the United States. On the City of Rome the main deck abaft the cabin bulkhead is fitted for about 250 emigrants, and there is accommodation for about 250 more there is accommodation for about 250 more of the cabin bulkhere is accommodation for about 250 more than the cabin bulkhere is accommodation for about 250 more of the cabin bulkhere is accommodation for about 250 more of the cabin bulkhere is accommodation for about 250 more of the cabin bulkhere is accommodation for about 250 more of the cabin bulkhere is accommodation for about 250 more of the cabin bulkhere is accommodation for about 250 more of the cabin bulkhere is accommodation for about 250 more of the cabin bulkhere is accommodation for about 250 more of the cabin bulkhere is accommodation for about 250 more of the cabin bulkhere is accommodation for about 250 more of the cabin bulkhere is accommodation for about 250 more of the cabin bulkhere is accommodation for about 250 more of the cabin bulkhere is accommodation for about 250 more of the cabin bulkhere is accommodation for about 250 more of the cabin base of Bankrupt Estate of Line and Line and

ROYAL FIRE INSURANCE COMPANY

Capital \$10,000,000 UNLIMITED LIABILITY.

Fire Incurance of all descriptions will be effected at moderate rates of premium, by the undersigned. J. S. WALKER, Agent for Hawalium Islands. P. S.—The Royal Insurance Company has the largest net sarplus of any Fire Company in the world. See 19

E. P. ADAMS, DEALER IN

CANNED GOODS

GROCERI ES

Invoices of New Goods

AND

Just Received per " Ella," and For Sale at Reduced Rates. A SPECIALTY OF

CHOICE CALIFORNIA BUTTER

Ger Orders from the other Islands faithfully as uded to. R. P. ADAMS, Housisia.

RECEIVED

PER LATE ARRIVALS,

-AND-1

NOW ON SALE

Union Saloon

A SMALL LOT OF THE

ICELEBRATED

Boisnard, Gonzalez & Co. FOUR AND FIVE CROWN

GNAC!

UNSURPASSED FOR

Medical or Family Use. E. S. CUNHA,

Retail Dealer in hoice Wines and Spirits, 285 Merchant St. bet. Bethet and Fost Sts.

A. M. MELLIS

JUST RECEIVED

ELECANT ASSORTMENT

DRESS AND FANCY GOODS

-which-

Will be on Exhibition

-AND-

FOR SALE

AS FOLLOWS:

Alpacas, Black and Colored; Linens, White, Brown and Figured; Fissues, White, Brown and Ecra;

Ribbons, Velvet, Silk, Satin & Brocaded Edgings and Insertions, Laces,

Damask, Red, White, Green and Yellow Tablecovers;

Merinos in all Colors,

Ornaments of the Latest Styles, Silks and Satius, Plain and Brocaded;

Embroidery, Silk, Linen and Cotton;

Shirts, White and Colored;

Mitts-Black and Colored, for Ladies and Children;

Embroidered Handkerchiefs,

Linen Towels,

Lace Ties and Shawis,

Infant Dresses,

Silk Fringes and Buttons. AS I AM NOW CONSTANTLY RECEIVING

NEW GOODS

The Latest Styles